EOT
MASSACHUSETTS
EXECUTIVE OFFICE
OF TRANSPORTATION

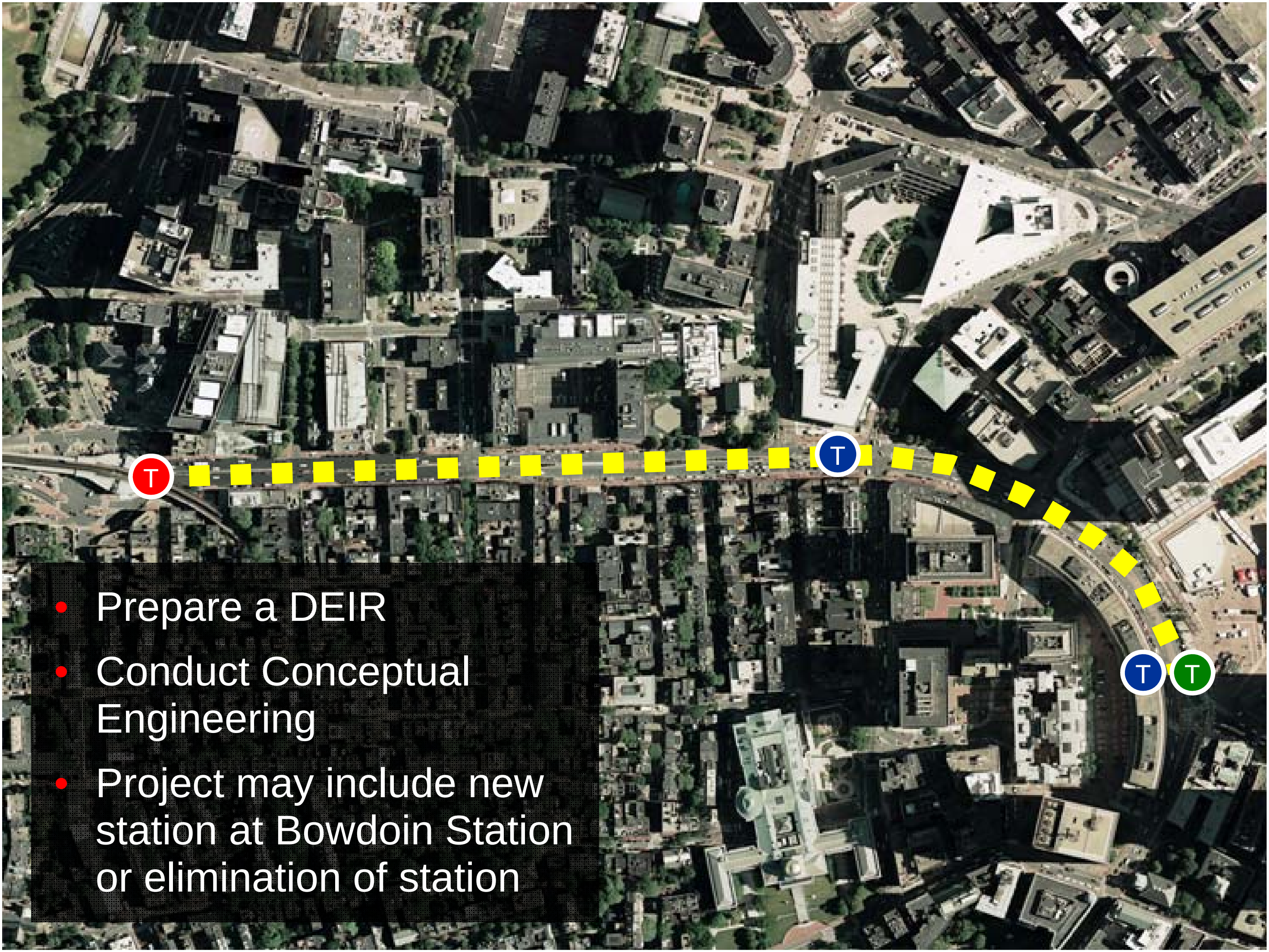
CONCEPTUAL ENGINEERING & DRAFT ENVIRONMENTAL IMPACT REPORT

Red Line Blue Line CONNECTOR

WORKING GROUP PRESENTATION
INTRODUCTION OF PROJECT AND ALTERNATIVES
MARCH 24, 2009

STV

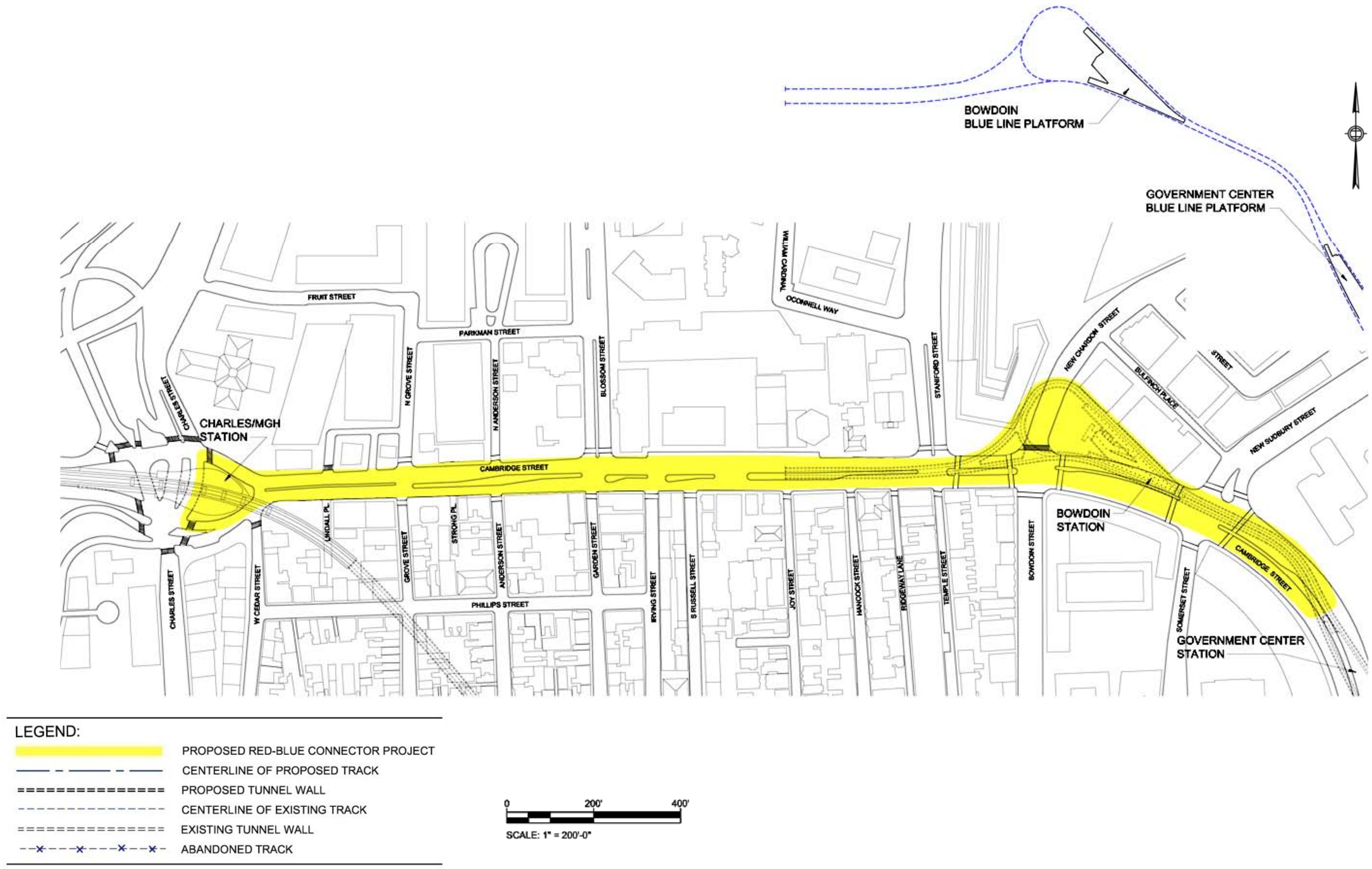
Project Understanding



- Prepare a DEIR
- Conduct Conceptual Engineering
- Project may include new station at Bowdoin Station or elimination of station

Track Diagram

Existing Condition – Cambridge Street

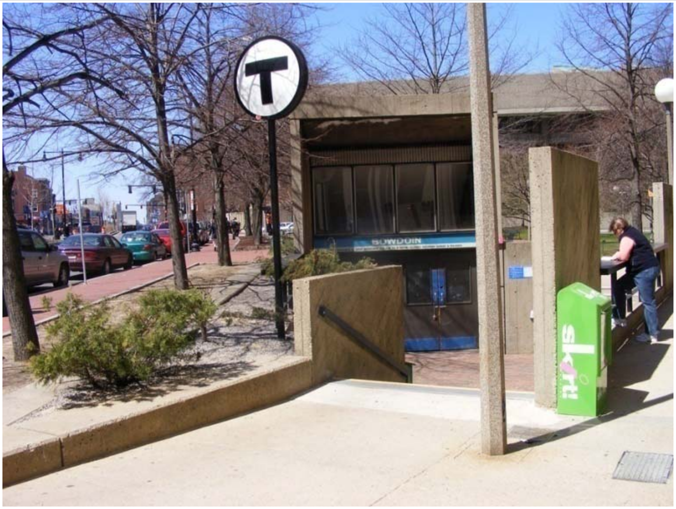


Overall Project Goals

- Improve mobility & regional access for East Boston, North Shore, Cambridge & western suburbs
- Boost transit ridership
- Reduce automobile travel through downtown
- Improve air quality
- Reduce congestion on downtown transfer stations

Environmental Process

- Baseline corridor study
- Develop & refine alternatives
- Impact evaluation
- Mitigation measures
- Streamline EIR



Impact Assessment

- Noise & vibration
- Historic/Archeological
- Groundwater
- Parklands
- Construction period
- Ridership
- Traffic
- Operations
- Land takings
- Air quality

EIR FULFILLMENT

- Respond thoroughly to Secretary’s scope & all comments
- Thorough treatment of all issues
- Detailed mitigation measures & commitments
- Pre-publication consensus of stakeholders

GOAL

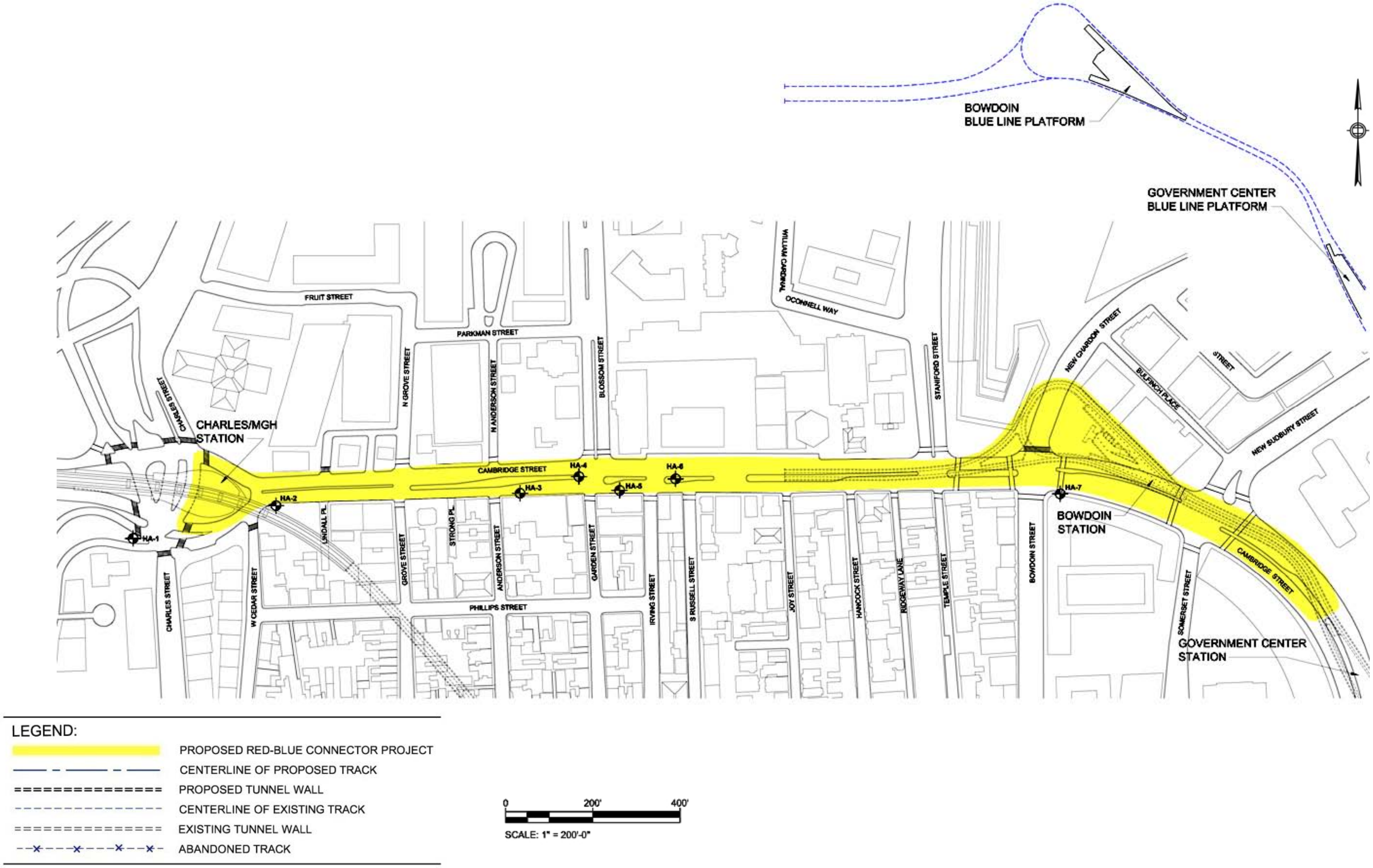
- Allow Secretary to issue certificate stating that no further analysis or public review is needed

Milestone Schedule

- NTP – December 15, 2008
- Project Start-up – December 2008 to February 2009
  - » *Initiate Public Involvement including abutter, state agencies, City of Boston, etc.*
  - » *Data collection, existing conditions review, etc*
  - » *Develop design criteria, etc.*
- Alternatives Refinement/Conceptual Engineering - March 2009 to September 2009
  - » *Identify Issues (goals, operational issues, community issues, traffic, constructability, institutional, environmental, etc)*
  - » *Develop short-list of alternatives and station concepts*
  - » *Develop conceptual plans (architectural, civil, structural, traffic, utilities, track, power, etc)*
- Submit 10 % Design Report - September 2009
- Alternative Analysis – October 2009 to December 2009
- Submit Draft – Draft Environmental Impact Report – February 2010
- Submit Draft Environmental Impact Report – April 2010
- Public Hearing - May 2010
- Certificate Issued – June 2010

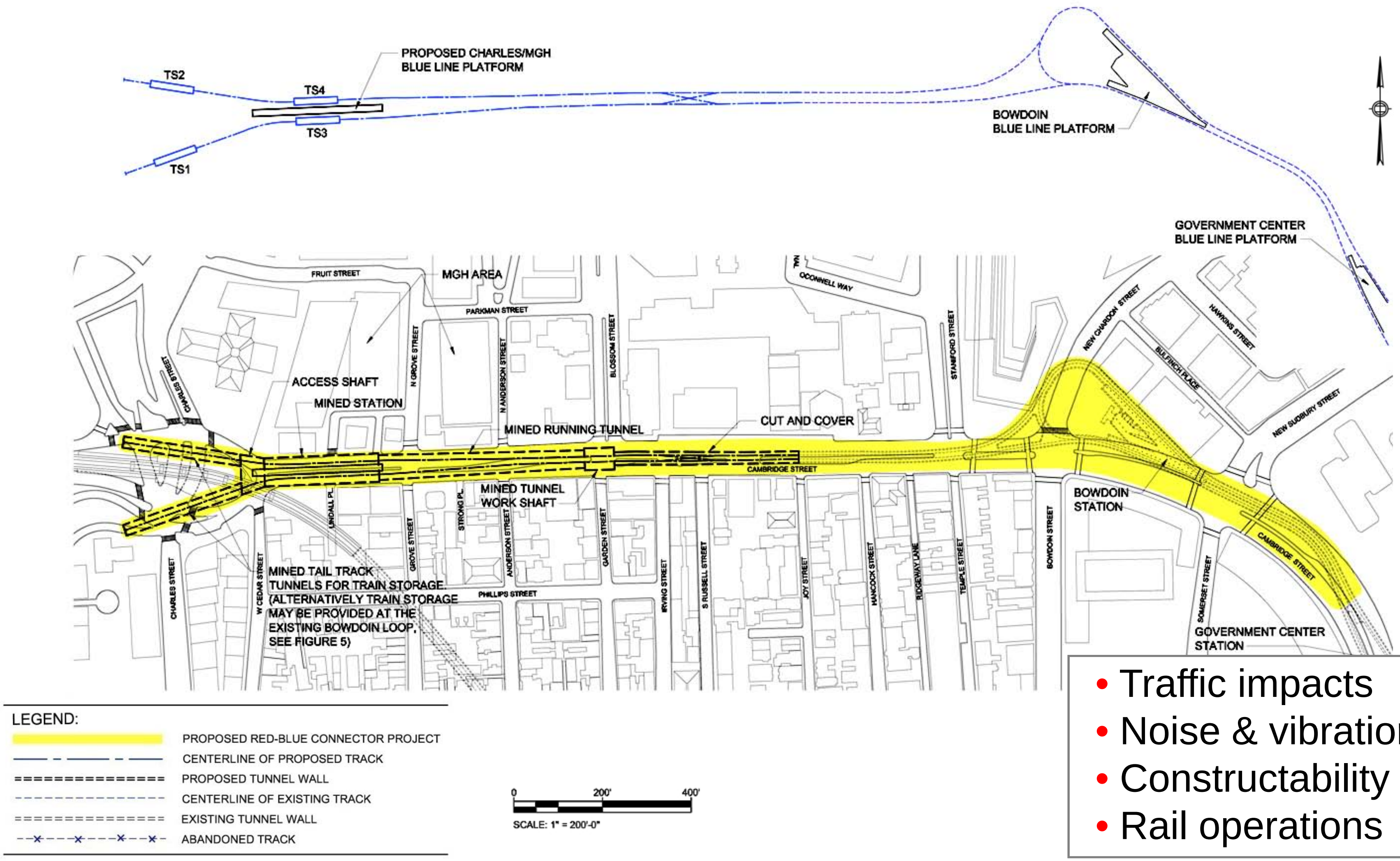
Track Diagram

Proposed Exploration Location Plan



Track Diagram

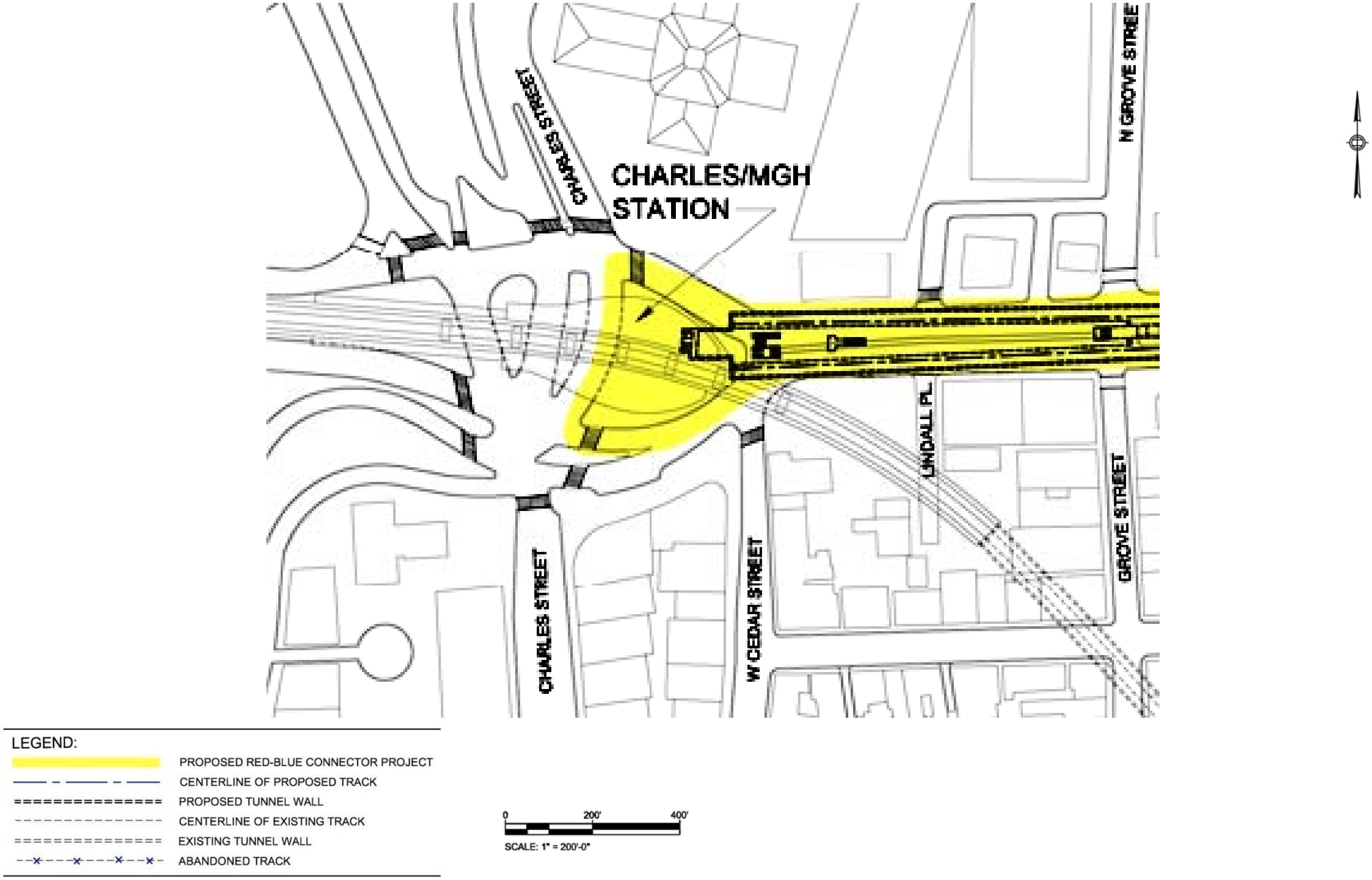
Charles/MGH Station Alternatives 2 & 3 – Mined Tunnel Option



- Traffic impacts
- Noise & vibration
- Constructability
- Rail operations

Station Underpinning

Charles/MGH Station Alternatives 2 & 3

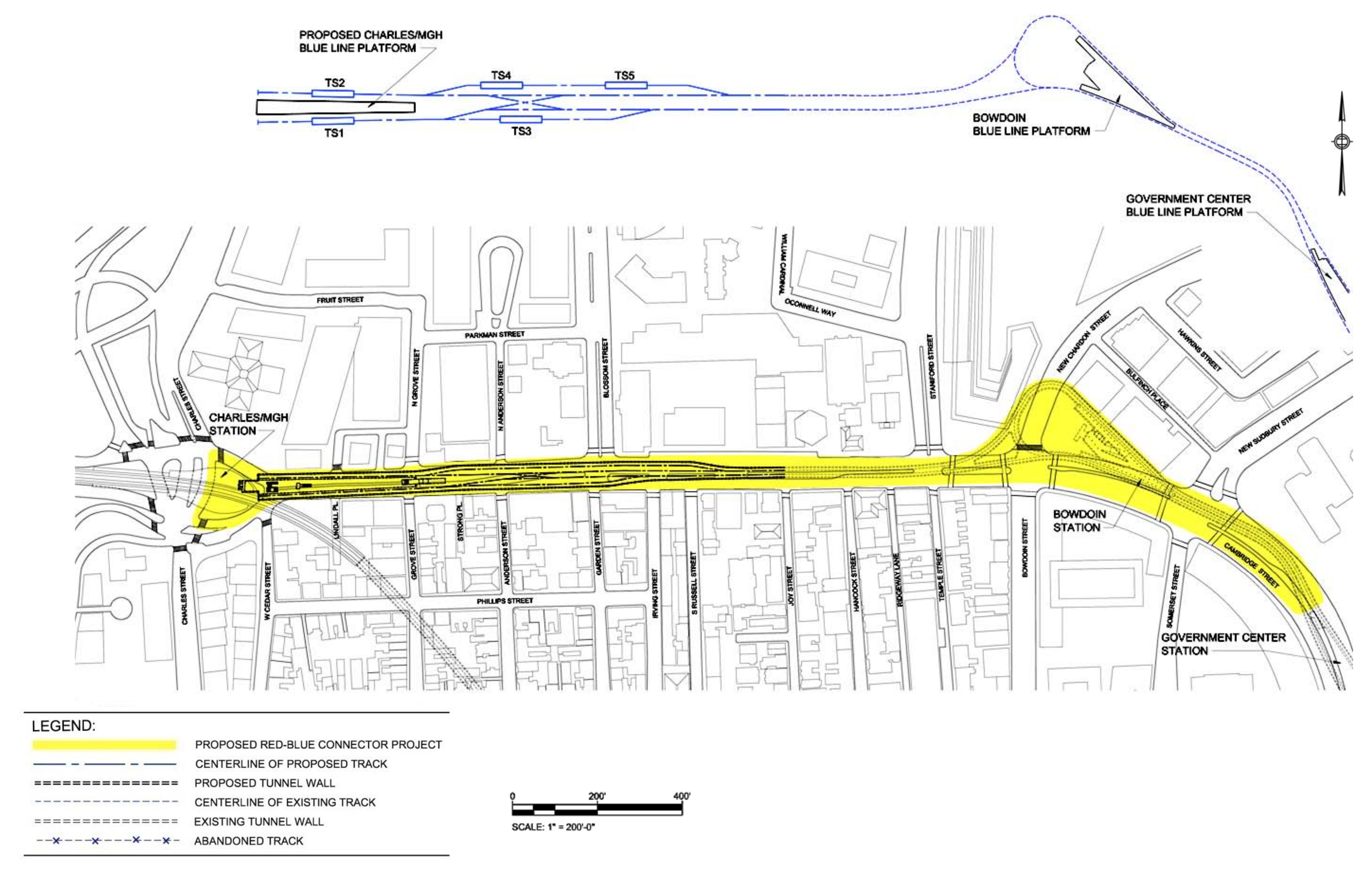


LEGEND:

🟨	PROPOSED RED-BLUE CONNECTOR PROJECT
—— - ——— - ——	CENTERLINE OF PROPOSED TRACK
===============	PROPOSED TUNNEL WALL
- - - - - - - - - - - - - - -	CENTERLINE OF EXISTING TRACK
===============	EXISTING TUNNEL WALL
--×---×---×--×-	ABANDONED TRACK

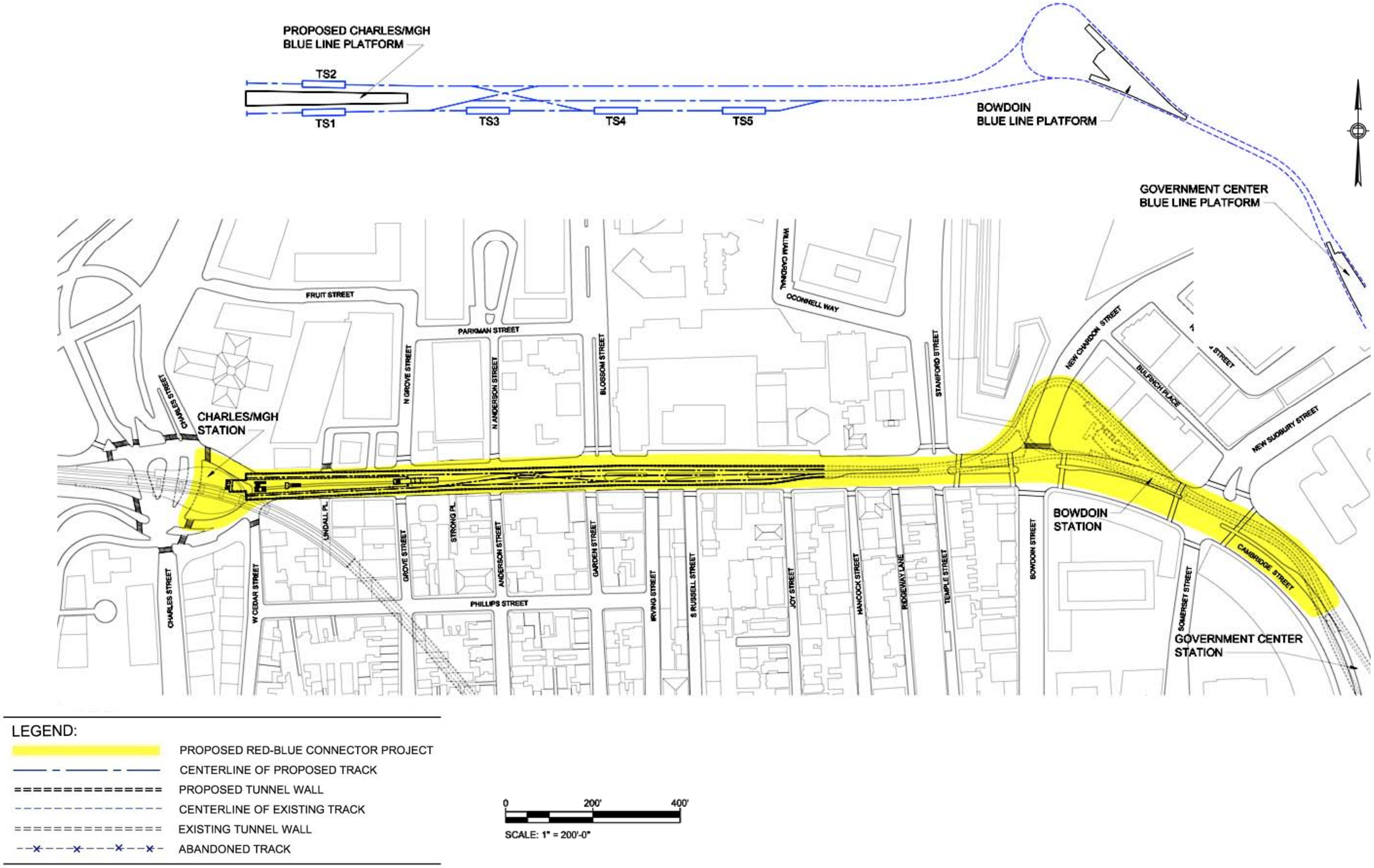
Track Diagram

Charles/MGH Station Alternatives 2 & 3 – EENF Configuration



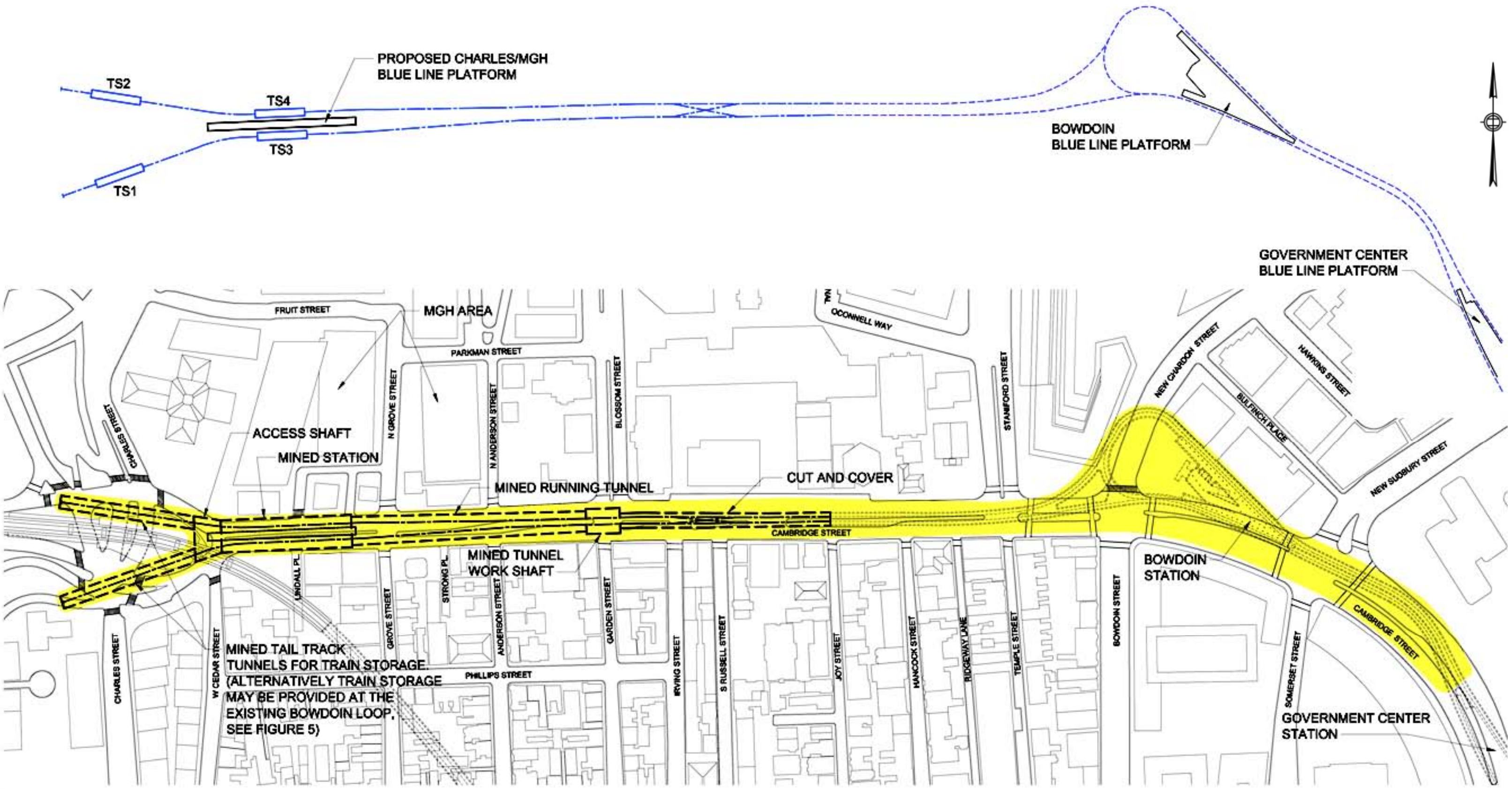
Track Diagram

Charles/MGH Station Alternatives 2 & 3 – Three Track Configuration



Track Diagram

Charles/MGH Station Alternatives 2 & 3 – Mined Tunnel Option



LEGEND:

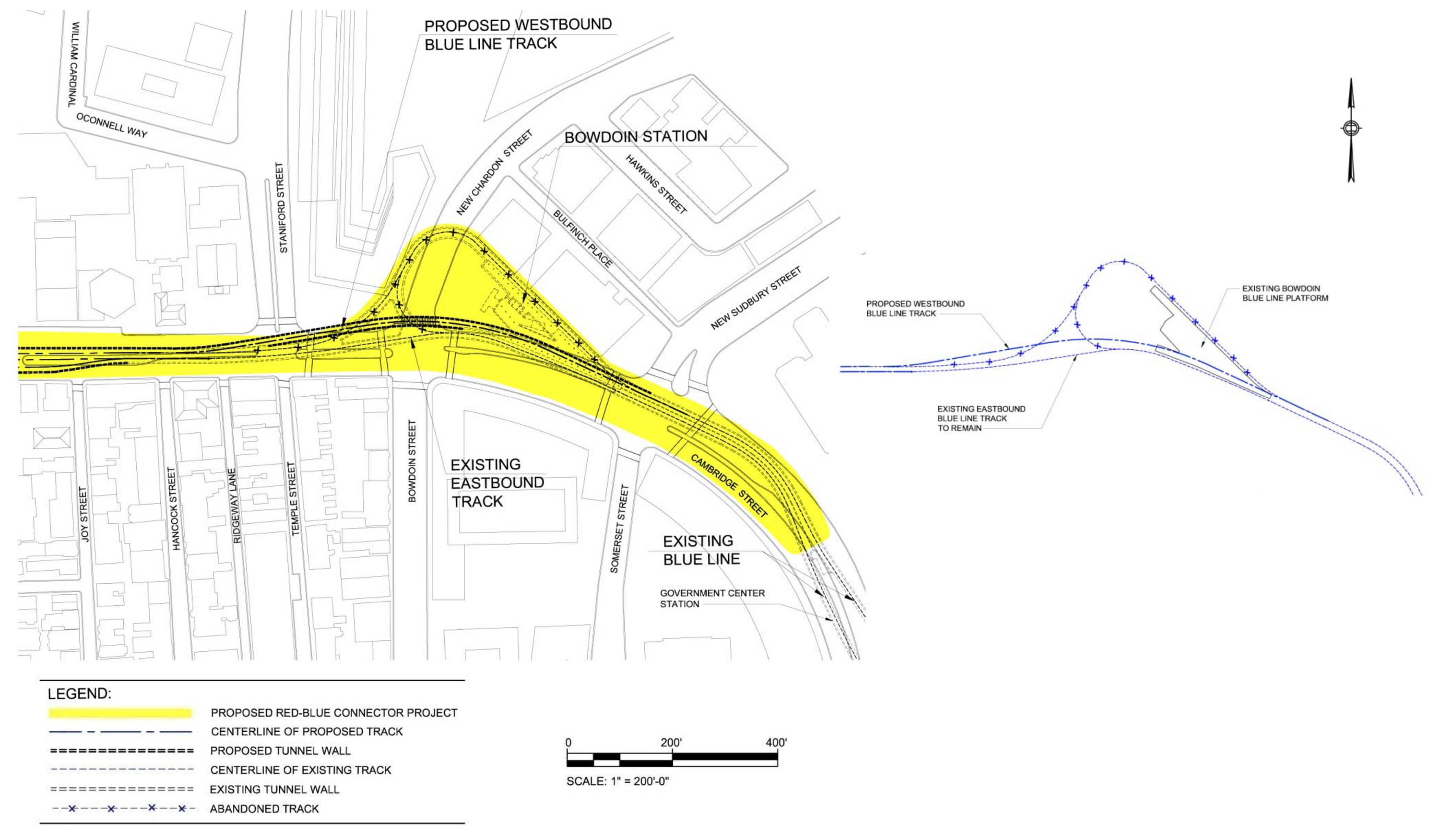
🟨	PROPOSED RED-BLUE CONNECTOR PROJECT
—— – ——— – ——	CENTERLINE OF PROPOSED TRACK
===============	PROPOSED TUNNEL WALL
- - - - - - - - - - - - -	CENTERLINE OF EXISTING TRACK
===============	EXISTING TUNNEL WALL
--×---×---×--×-	ABANDONED TRACK

0 200' 400'

SCALE: 1" = 200'-0"

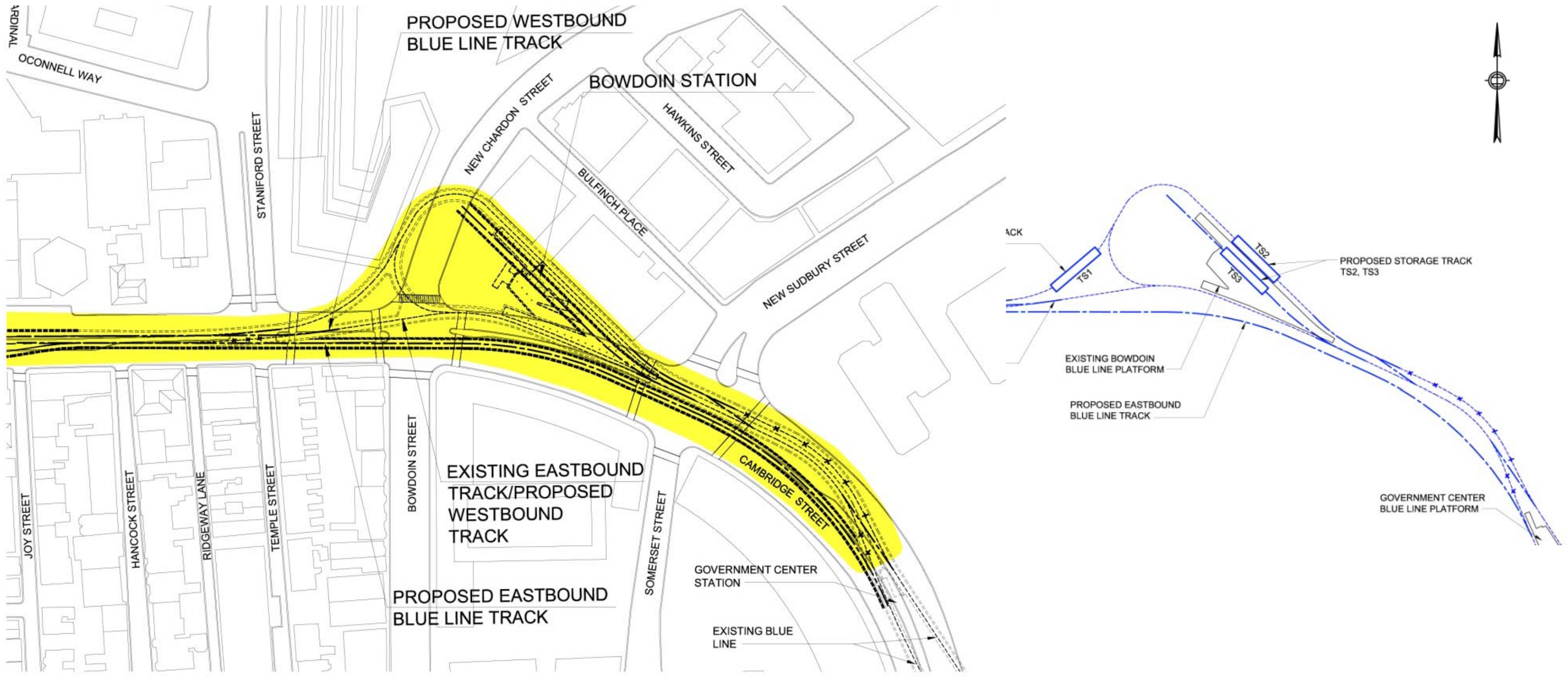
Track Diagram

Alternative 2A – Eliminate Bowdoin Station



Track Diagram

Alternative 2B – Eliminate Bowdoin Station


RDINAL
OCONNELL WAY
STANIFORD STREET
PROPOSED WESTBOUND BLUE LINE TRACK
NEW CHARDON STREET
BOWDOIN STATION
HAWKINS STREET
BULFINCH PLACE
NEW SUDBURY STREET
JOY STREET
HANCOCK STREET
RIDGEWAY LANE
TEMPLE STREET
BOWDOIN STREET
EXISTING EASTBOUND TRACK/PROPOSED WESTBOUND TRACK
SOMERSET STREET
CAMBRIDGE STREET
GOVERNMENT CENTER STATION
PROPOSED EASTBOUND BLUE LINE TRACK
EXISTING BLUE LINE
ACK
TS1
TS2
TS3
PROPOSED STORAGE TRACK TS2, TS3
EXISTING BOWDOIN BLUE LINE PLATFORM
PROPOSED EASTBOUND BLUE LINE TRACK
GOVERNMENT CENTER BLUE LINE PLATFORM

LEGEND:

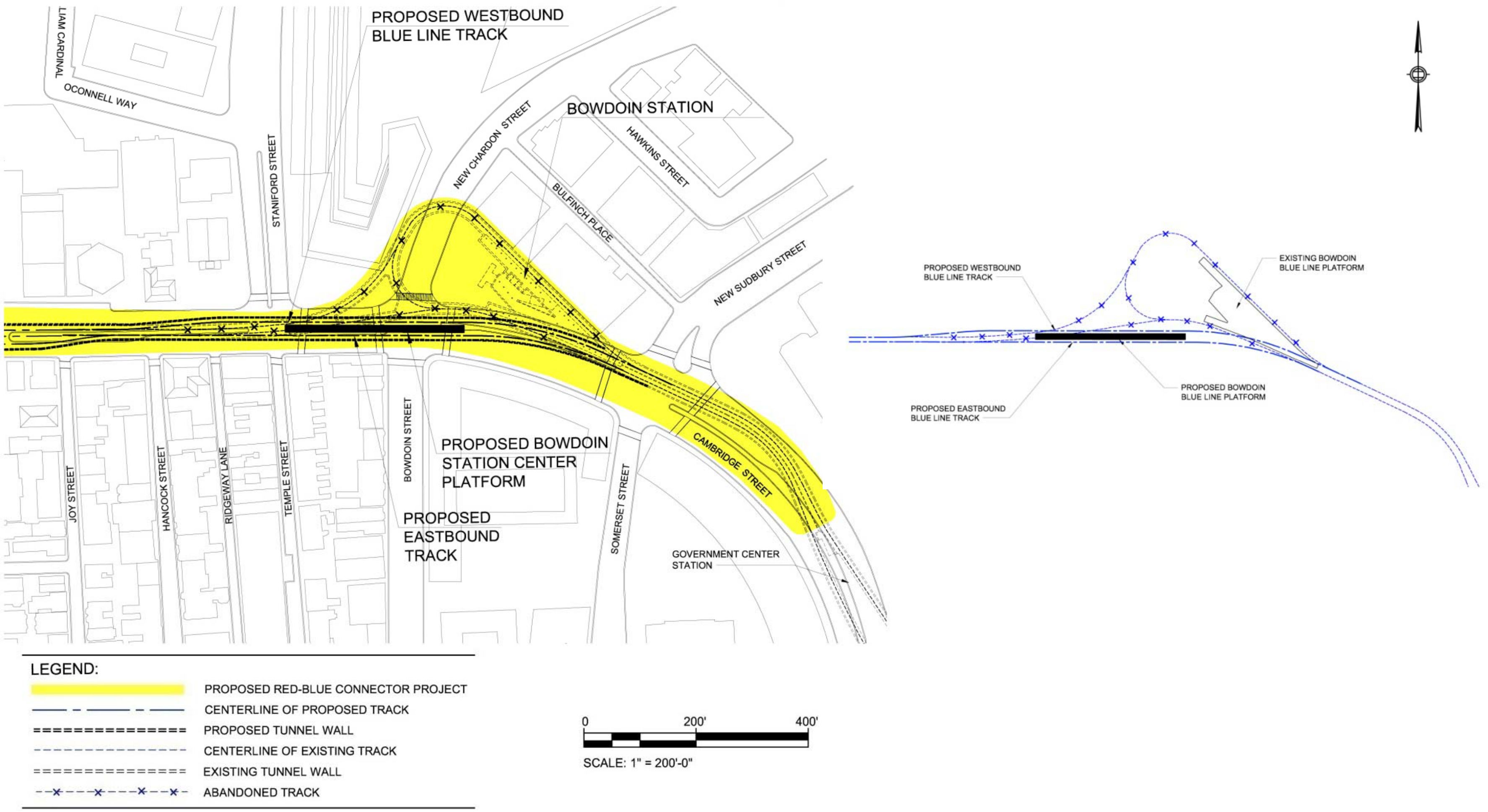
🟨	PROPOSED RED-BLUE CONNECTOR PROJECT
—— – —— – ——	CENTERLINE OF PROPOSED TRACK
═══════════════	PROPOSED TUNNEL WALL
- - - - - - - - - - - -	CENTERLINE OF EXISTING TRACK
═══════════════	EXISTING TUNNEL WALL
--×---×---×--×-	ABANDONED TRACK

0 200' 400'

SCALE: 1" = 200'-0"

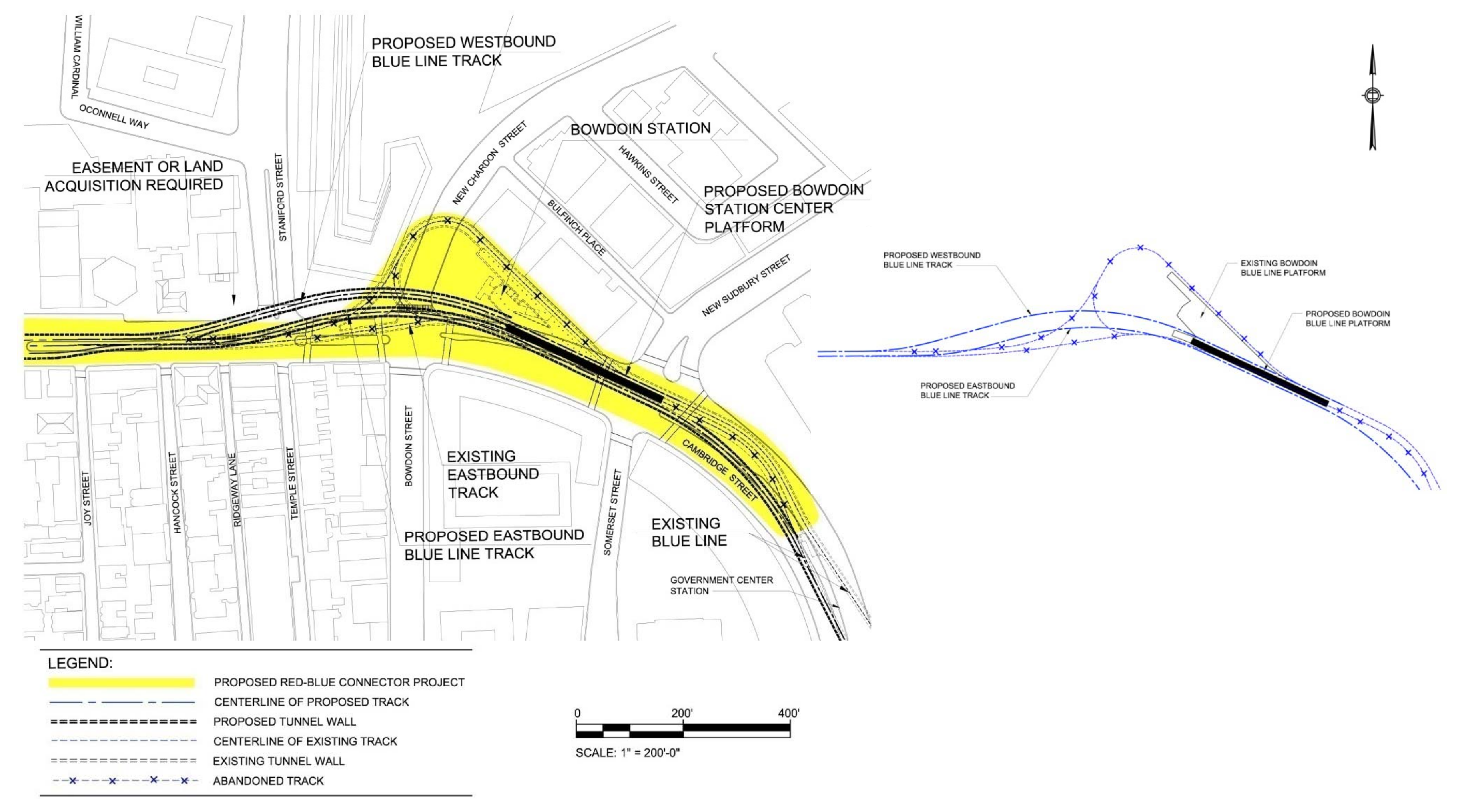
Track Diagram

Alternative 3A – Relocate/Modify Bowdoin Station



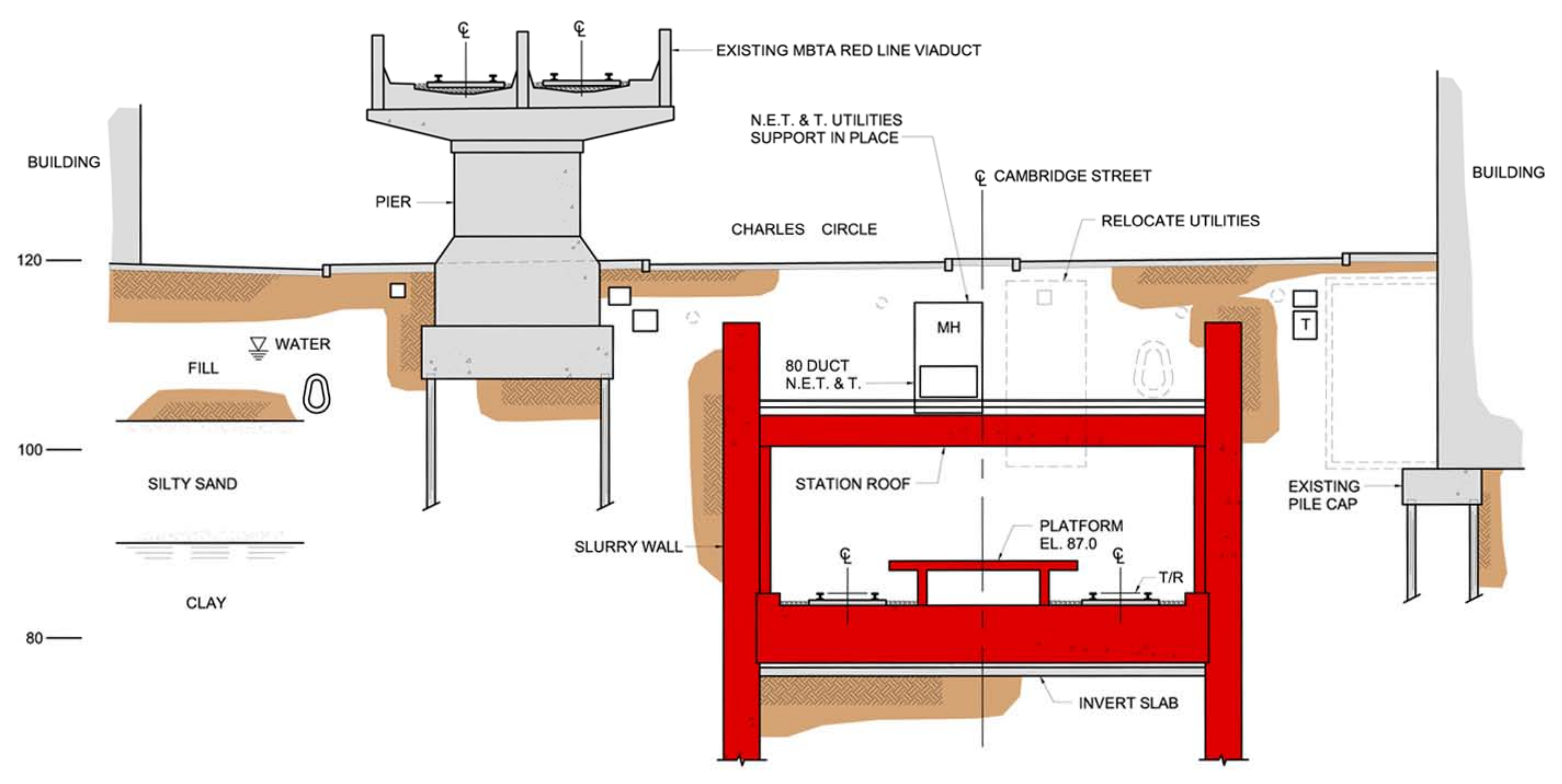
Track Diagram

Alternative 3B – Relocate/Modify Bowdoin Station


PROPOSED WESTBOUND BLUE LINE TRACK
WILLIAM CARDINAL
OCONNELL WAY
BOWDOIN STATION
EASEMENT OR LAND ACQUISITION REQUIRED
STANIFORD STREET
NEW CHARDON STREET
HAWKINS STREET
BULFINCH PLACE
PROPOSED BOWDOIN STATION CENTER PLATFORM
NEW SUDBURY STREET
BOWDOIN STREET
EXISTING EASTBOUND TRACK
JOY STREET
HANCOCK STREET
RIDGEWAY LANE
TEMPLE STREET
PROPOSED EASTBOUND BLUE LINE TRACK
SOMERSET STREET
CAMBRIDGE STREET
EXISTING BLUE LINE
GOVERNMENT CENTER STATION
PROPOSED WESTBOUND BLUE LINE TRACK
EXISTING BOWDOIN BLUE LINE PLATFORM
PROPOSED BOWDOIN BLUE LINE PLATFORM
PROPOSED EASTBOUND BLUE LINE TRACK
LEGEND:
PROPOSED RED-BLUE CONNECTOR PROJECT
CENTERLINE OF PROPOSED TRACK
PROPOSED TUNNEL WALL
CENTERLINE OF EXISTING TRACK
EXISTING TUNNEL WALL
ABANDONED TRACK
0
200'
400'
SCALE: 1" = 200'-0"

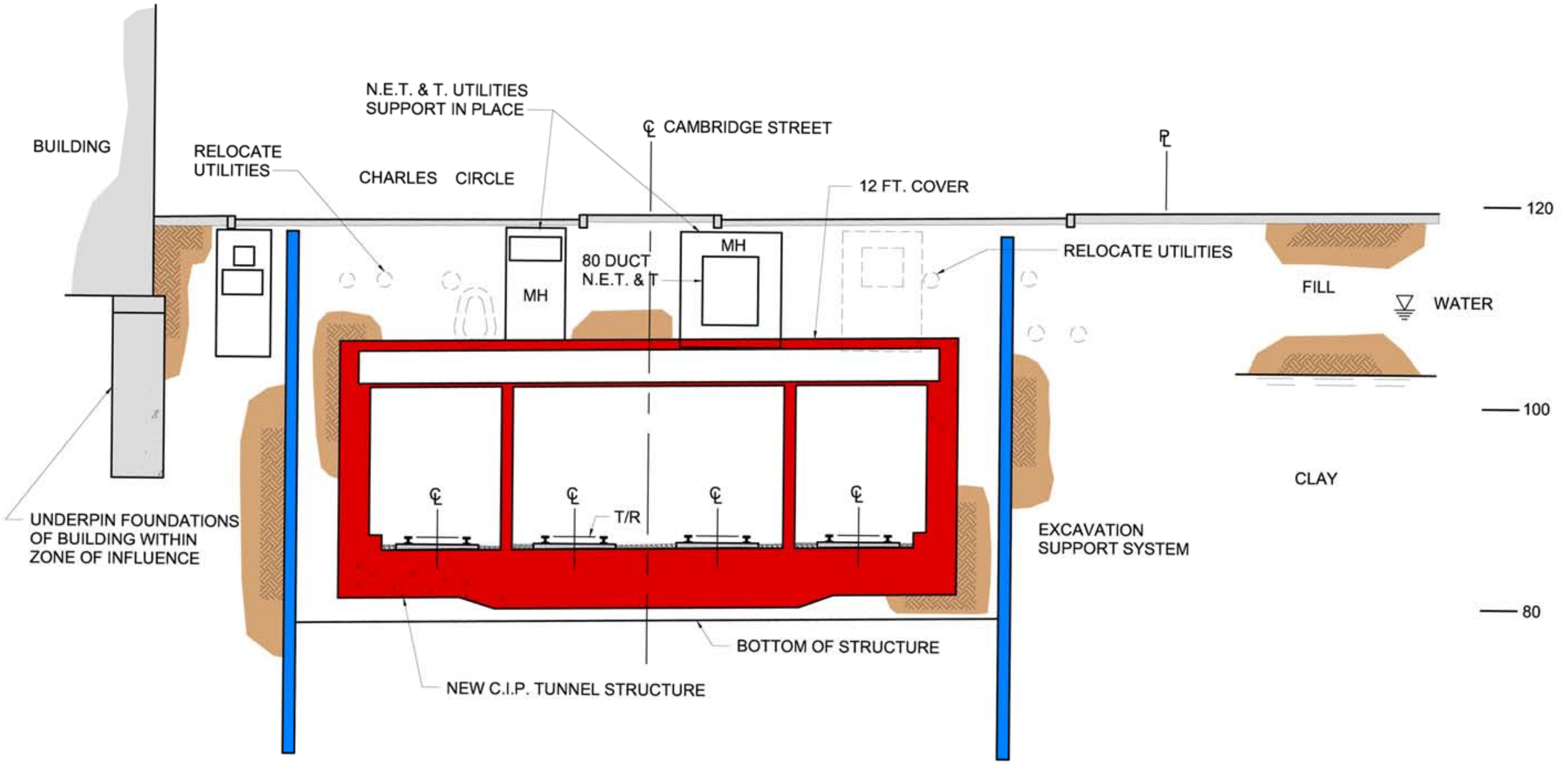
Tunnel Section

Slurry Wall Tunnel Construction near Lindall Place

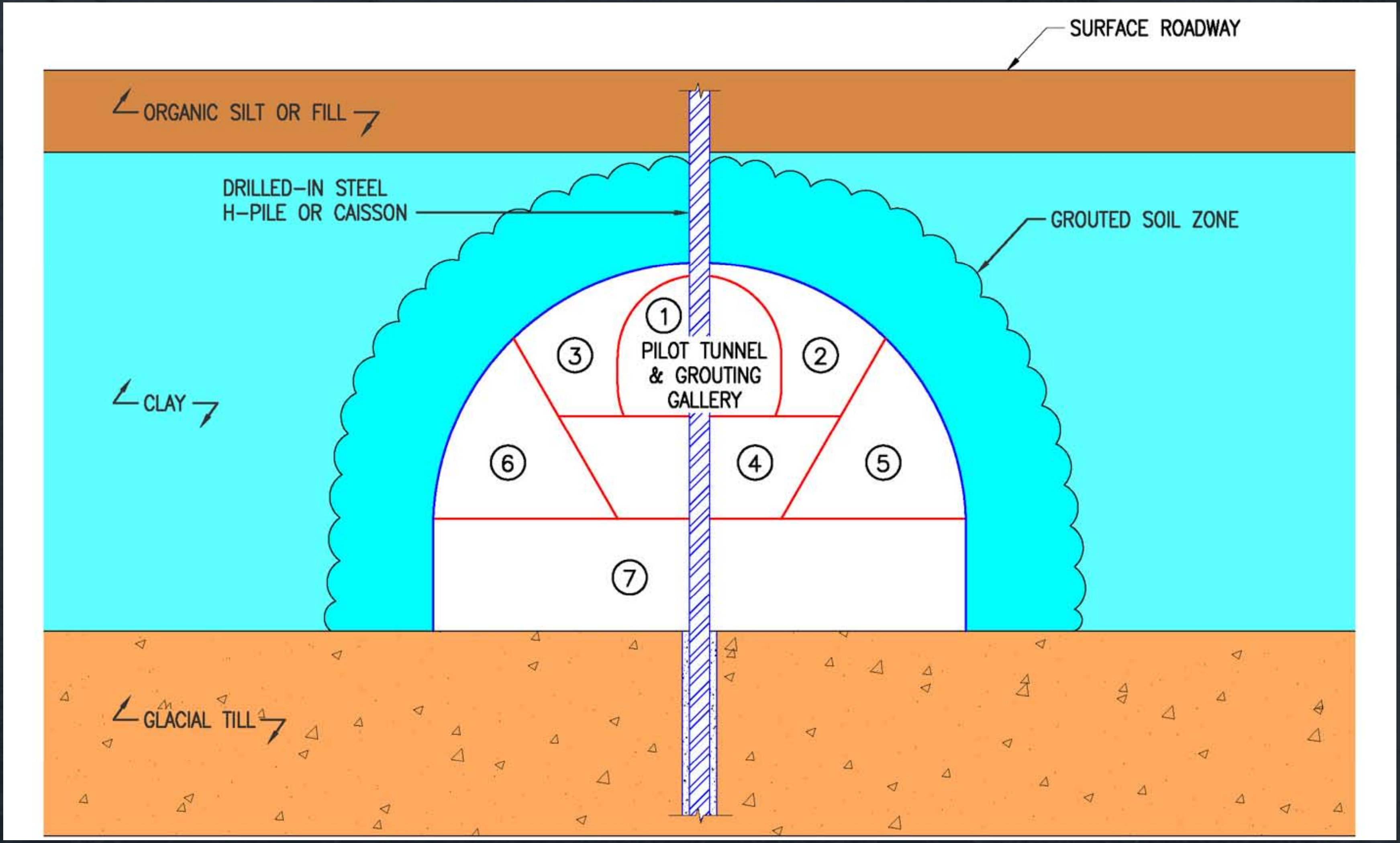


Tunnel Section

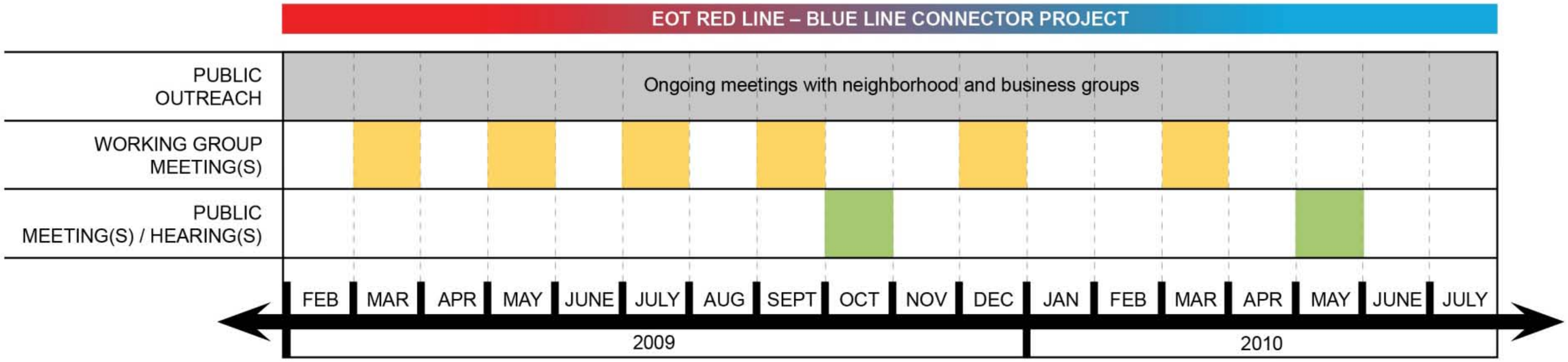
Sheetpile/Soldier Pile Wall Tunnel Construction near Blossom Street EENF Tunnel Configuration



Mined Tunnel Section



PUBLIC OUTREACH SCHEDULE



EOT RED LINE – BLUE LINE CONNECTOR PROJECT

	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JULY
PUBLIC OUTREACH	Ongoing meetings with neighborhood and business groups																	
WORKING GROUP MEETING(S)		🟨		🟨		🟨		🟨			🟨			🟨				
PUBLIC MEETING(S) / HEARING(S)									🟩							🟩		
	2009											2010						